





### Today's Advertisements.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

#### NOTICE TO SHAREHOLDERS.

THE DIVIDEND of 8 PER CENT. per Share and BONUS of 4 PER CENT. per Share for the Six Months ending 30th June 1897, DECLARED at Monday's Ordinary Half-Yearly Meeting, will be PAYABLE at the Premises of the Hongkong and Shanghai Banking Corporation, on and after TUESDAY, the 24th August, and SHAREHOLDERS are requested to apply for DIVIDEND WARRANTS at the Company's Office No. 14, Praya Central.

By Order of the Board of Directors.  
THOS. I. ROSE, Secretary.

Hongkong, 23rd August, 1897. [1294]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"KUTSANG" having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 24th inst., will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd August 1897. [1297]

NIPPON YUSEN KAISHA.

NOTICE TO C/NSIGNEES.

FROM MIDDLESBOUGH, ANTWERP AND SINGAPORE.

THE Company's Steamship

"SANUKI MARU" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Good not cleared by the 30th instant, will be subject to rent.

No Fire Insurance has been effected. All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 23rd August, 1897. [1298]

OCEAN STEAMSHIP COMPANY.

FOR NAGASAKI, KOBE AND YOKOHAMA.

TO-MORROW, the 24th instant, at 4 P.M. For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd August, 1897. [1298]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TAMSUI" will be despatched as above on WEDNESDAY, the 25th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd August, 1897. [1295]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"SUNGKIANG" Captain Dodd, will be despatched as above on WEDNESDAY, the 25th instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd August, 1897. [1285]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG" Captain Hodgkins, will be despatched for the above Ports on THURSDAY, the 26th instant, at Noon.

For Freight or Passage, apply to DOUGLAS FRANK & Co., General Managers.

Hongkong, 23rd August, 1897. [1295]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION" Captain B. Branch, will be despatched on FRIDAY, the 27th instant, at 3 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd August, 1897. [1238]

### Today's Advertisements.

H. WELBY-COOK'S ANIMATOSCOPE

EDISON'S LATEST WONDER

will be exhibited at the THEATRE ROYAL TO-NIGHT (MONDAY), August 23rd, at 8 P.M.

And on THURSDAY & SATURDAY Next.

The programme presented before Sir CLAUDE MACDONALD at the British Legation, Peking, will be repeated.

Tickets may be had at Messrs. ROBINSON & Co.'s or at the Door.

PRICES OF ADMISSION: Dress Circle, \$1; Stalls, \$2, \$1 & 50c.

Hongkong, 23rd August, 1897. [1291]

NIPPON YUSEN KAISHA.

JAPAN-EUROPE LINE.

MONTHLY SERVICE.

FOR MARSEILLES, LONDON AND ANTWERP.

VIA SINGAPORE, COLOMBO AND PORT SAID.

THE Company's Steamship

"TOSA MARU" Captain C. Hillcoat, will be despatched as above on TUESDAY, the 24th September, at 4 P.M.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 23rd August, 1897. [1293]

DAKIN, CRICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified French Chemist, and will be guaranteed pure and of the highest quality.

Any complaints should be addressed to the Manager.

Hongkong, 23rd August, 1897. [1292]

HOUSE WANTED.

BUNGALOW (small) with TEN: is COURT wanted at Kowloon. No objection to a FOUR or FIVE ROOMED HOUSE on the City Side.

Apply to G. W., c/o Hongkong Telegraph Office.

Hongkong, 20th August, 1897. [1280]

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OR PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON & Co., Hongkong, 21st September, 1895. [128]

CLARET! CLARET!!

ALL MY CLARET is imported direct from the vineyards and is of the highest quality of vintage power to satisfy the thirst and delight the taste!

FOLLOWING ARE THE QUOTATIONS FOR BOTTLES:

Per Dozen. Mergaux qts. \$12 00

Superior St. Julien qts. 6 75

St. Julien qts. 8 00

Pauliac Midoc qts. 8 00

Moulin La Croix qts. 5 00

La Rose qts. 5 00

I can guarantee the brand I offer as being far Superior in quality and cheaper in price than any other brand of Claret obtainable here at similar prices.

H. RUTTONJEE, 19 & 20 Egle Road, Kowloon, Hongkong, 19th August, 1897. [1224]

NOTICE TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Hongkong Telegraph" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Advertisements intended for publication must be accompanied by the name and address of the advertiser, and not necessarily by publication; but as evidence of good faith.

While the columns of the Hongkong Telegraph will always be open for the free discussion of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS. Advertisers are requested to forward all notices intended for publication to the Editor, and not to the Editor of the "Hongkong Telegraph" and not to the Editor.

### Intimation.

A. S. WATSON & CO., LIMITED.

BY APPOINTMENT.

WINE & SPIRITS.

WE beg to call attention to our PRICE LIST of WINES AND SPIRITS as below:

As these are all selected and bought first hand by our London House we save any intermediate profits and are thereby enabled to supply the best quality at Moderate Prices.

PORT.

(For Invalids and General Use).

B VINTAGE, superior quality, Red Capule, \$14 40 \$1 20

C FINE OLD VINTAGE, superior quality, Black Seal Capule, 15 30 1 35

D VERY FINE OLD VINTAGE, extra superior, Violet Capule (Old Bottled), 20 40 1 70

E SUPERIOR PALE DRY, dinner wine, Green Seal Capule, \$10 50 \$0 50

C MANANILLA, PALE NATURAL SHERRY, White Capule, 12 00 1 00

CC SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capule, 12 00 1 00

D VERY SUPERIOR OLD DRY, White Seal Capule, 14 40 1 20

E EXTRA SUPERIOR OLD PALE DRY, very fine quality, Black Seal Capule (Old Bottled), 20 40 1 70

B, C, and C are excellent dinner wines or for invalids and delicate stomachs. D and E are after-dinner wines of a very superior vintage. All are true Xeres Wines.

CLARET.

B ST. ESTEPHE, Red Capule, \$6 95 \$7 50 \$0 60 0 35

C ST. JULIEN, Red Capule, 9 00 9 60 0 75 0 40

D L. ROSE, Red Capule, 12 50 13 50 1 10 0 65

SAL. TE FOY, 7 10 7 50 0 60 0 35

CUSAC, 9 60 10 44 0 80 0 45

CHATEAU D'ANGLADE, 13 20 14 40 1 10 0 60

CHATEAU HAUT BRION LARIVET, 18 60 19 20 1 60 0 80

CHATEAU MOUTON D'ARMAIL, 21 00 22 20 1 80 0 90

Our Claret, including the lowest priced, are guaranteed to be the genuine product of the vine of the grape, and are not artificially made from raisins and curra, as is generally the case with cheap Wines.

BRANDY.

B SUPERIOR VERY OLD COGNAC, Red Capule, 21 00 1 75

C VERY OLD LIQUEUR COGNAC, 24 00 2 00

V.O. D. HENNESSY'S FINEST VERY OLD LIQUEUR COGNAC, 18 50 1 50

V.V.O. E. FINEST VERY OLD LIQUEUR COGNAC, 18 50 1 50

1862 Vintage, 48 00 4 00

All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.

SCOTCH—

A THOMSON'S B.L. No. 2, White Capule, \$10 50 \$0 50

B WATSON'S GLENROSE M.Y.L. Low Brand, Blue Capule, with Name and Trade Mark, 10 50 0 50

C WATSON'S A. LOUVE-GLEN-INT. V. Red Capule, with Name and Trade Mark, 12 00 1 00

D WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, White Capule, 14 40 1 20

E WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, Gold Capule, 15 00 1 25

DANIEL CRAWFORD'S FINEST VERY OLD SCOTCH WHISKY, 14 40 1 20

Our lowest priced Whisky is of excellent quality and of greater age than most brands in the market. We recommend our customers not to be deceived by the low price of some of the cheap Whiskies, but to buy the genuine product of the vine of the grape, and are not artificially made from raisins and curra, as is generally the case with cheap Wines.

AMERICAN—

Genuine BOURBON WHISKY, FINE OLD RED Capule, with Name and Trade Mark, \$15 00 1 25

GIN.

A FINE OLD TOM, White Capule, \$7 20 \$0 60

B FINE UNWATERED, White Capule, 7 20 0 60

RUM.

FINEST OLD JAMAICA, Violet Capule, \$15 00 \$1 25

GOOD LEWARD ISLAND, 8 00 0 50

GOOD LEWARD ISLAND, \$5 50 per Gal.

LIQUEURS.

BLACKBERRY BRANDY, MARAICHINO, CHERRY, CRIME DE CACAO, CORDON, PEPPERMINT, Dr. SINGET'S ANGIOBILIA BITTERS, AND AERATED WATERS.

A. S. WATSON & CO., LTD., THE HONGKONG DISPENSARY, Hongkong, 11th August, 1897.

### BIRTH.

At 10:30, P.M., on the 21st July, the wife of Mr. CHARLES LOWE, of a son.

MARRIAGE.

On the 24th July, at 10:30, P.M., by the Rev. Father Perichon, ANDREW JOHN HANNAH with EVELINE MATHILDA, the daughter of Mr. and Mrs. CHARLES LOWE, of 10th, Persh.

DEATH.

On the 19th ult., at Rockham, Fordingbridge, ROBERT WALTER MAXWELL (formerly Inspector General of Police, Straits Settlements), youngest son of the late Sir BENSON MAXWELL; aged 40.

place the war is over, the, by virtue of a sort of common agreement, our interest in Korea is not territorially or administratively absorbed in the Russian Empire, and that she was to be left to share the fate of Northern China, but I must say I do not agree with his account of the incident. British interests in Korea are, of course, not identical in character or in moment with the interests of the other Powers I have mentioned. We have not a contiguous frontier, as have Russia and China, and, in the second place, we do not have any direct access to the sea, as does Japan. We have, of course, commercial interests in Korea—interests which I should be the last to minimize, but interests not assessable at a very high figure, and they have never yet persuaded any British firm to embark on mercantile enterprise there. Our interests in Korea are commercial, and first, to see that the independence of Korea is maintained, and that it is not territorially or administratively absorbed into the Empire of Russia; secondly, that Korean territory and Korean harbours are made the base of schemes for territorial aggrandisement, so as to disturb the balance of power in the Far East and give to one Power a maritime supremacy in the Eastern Seas. Commercial expansion is a thing we must expect, and which we must endeavour to meet, but any such attempts as I have been describing by one Power would find us ready to protect our own interests there.

On the 20th ultimo Reuter informed us that the Hon. G. N. Curzon, under Secretary of State for Foreign Affairs, in the course of the discussion in the House of Commons, said, in reference to Korea, that "common British interests mainly consisted in seeing Korea was not joined to Russia, or her harbours made a base for operations calculated to disturb the balance of power in the East." At the time we received this information we felt convinced that it was a very brief summary of what Mr. Curzon had said and we therefore elected to await the receipt of further information before dealing with the matter. We have now before us the full text of Mr. Curzon's utterances on the 19th ultimo on the Far Eastern Question as reported in the *Times* and *Morning Post* and as considerable importance may not unreasonably be attached to them we think a useful purpose may be served by giving both versions of the declaration of policy for it will be noted that they vary slightly, especially as regards what some of the London dailies, including the *Daily Graphic*, regard as "a definite and deliberate warning to Russia and a notice that we are not disposed to acquiesce in her thinly-disguised schemes for the gradual absorption of the recently 'liberated' kingdom of Korea." The under Secretary's reference to Korea was made in reply to the strictures of Sir CHARLES DILKE, who said—

Our policy with regard to China seemed as unchangeable and as unalterable as the policy of the strong and stable will of Lord Salisbury to which reference had been made a few days before. Korea was a sort of test case in the matter. In February 1896, the leader of the House went off to his way of life, as it were, Russia to occupy a post by means of a railway and a road cutting off a very large portion of Northern China. The right hon. gentleman spoke of welcoming Russia, and said that the transaction was one from which British interests would be benefited, and that it was a step towards the world under Russian dominion, and especially China, with which we had done most extensively trade, would be of advantage to Great Britain. Shortly after the landing of Russian troops in Korea, British Marines were landed for the purpose of protecting British property and to show a continued British interest in the future of Korea. Since that time, however, the policy which was so well expressed by the Under Secretary for Foreign Affairs in his remarkable book, "Problems of the Far East," had been abandoned, and Korea had been left to its fate at the hands of Russian influence, together with the whole of the north of China. When asked what steps were to be taken to meet the situation, the Under Secretary said that some of the Russian troops were undergoing a course of instruction under Russian officers, and that that fact was not inconsistent with the assurance that had been given by Russia in 1885, which amounted to a guarantee that in future she would not take Korean territory. There was in spite of that guarantee a large Russian staff controlling the Korean troops and the Palace Guard, while Russia had also obtained concessions in Korea for the working of timber railways, which were to be constructed there to a French company and received the most remarkable fact of all, a special frontier tariff, which should be remembered in connection with the subject how vast was our interest in the north of China. The writer of an article which recently appeared in a magazine had well expressed the situation when he said that a "little of the energy which had been expended in Suez bar, a place of comparatively small commercial importance, would have sufficed to maintain British influence in Northern China, where we had to wait a while."

Sir CHARLES DILKE then went on to discuss the policy pursued by the Salisbury Cabinet in the Near East. He "held the boards" for about half an hour and was followed by Mr. Curzon who said—

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has been pursued is a policy of the most prudent and most judicious character.

The right hon. baronet has asked some questions about Korea, and I have endeavoured to answer them in the most direct and unambiguous manner possible. I have endeavoured to state what I think is the true position of the matter, and I have endeavoured to show that the policy which has



**THE SUI CHONG CHAI CHANG v. KAW HONG TAKE.**  
for non-delivery of goods, was resumed at the Supreme Court today. Mr. J. J. Francis, Q.C., appeared for the plaintiff and Mr. E. Robinson, Q.C., for the defence. Mr. Robinson addressed the Court at great length and concluded at 4.30 p.m. when the case was adjourned till 2 p.m. to-morrow.

We are indebted to Sir J. J. Francis, Q.C., Spanish Consul at this port, for the information that he has received official advice by wire from his Government stating that General Ascarague has been appointed President of the Council (consejo) of Ministers with the same Cabinet as was in office when the late Castillo de Casanova was Prime Minister.

While returning from the Gymkhana on Saturday evening the Hon. T. H. Whitehead was thrown by his well-known grey pony when just outside the racetrack gate. The animal apparently shied at the crowd of spectators. We are glad to say that Mr. Whitehead escaped any injury and was soon mounted again and trotting back to town at a smart pace.

Six months' imprisonment with hard labour was the sentence passed upon a servant at the Magistracy today for stealing a gold watch and chain, valued at \$150, and \$50 in bank notes from Wong Fu a cook in the Kung Ki Club. When the property was missed a report was made to the Police and defendant was apprehended in a house of ill fame with the watch and money in his possession.

An "unemployed" named Chen Chi Shan was sent to goal for six months at the Magistracy this morning for stealing a gold watch and chain, valued at \$50, from Wong Tape, a clerk. The complainant returned from the "stealing gallery," West Point, at 1.30 p.m. on the 20th and hung his coat in the passage to his room. On rising the next morning he found that his gold watch and chain, which were in the pocket of the jacket, were missing. The defendant was an acquaintance of his and slept in the house that night. He took the watch to a pawnbroker's shop and was offered \$25 for it. Defendant admitted the charge and said he had picked up the watch at the foot of the staircase.

The Engineers' Association is (says the *Singapore Free Press* of the 16th August) thinking of moving in the matter of the revision of the local shipping laws, and a meeting will be held to consider the matter on Thursday (20th) in the Marine Club, to which Master Masters and all interested in the question are invited. That there is room for much improvement in the working of our local Ordinances is unquestionable, and the matter ought certainly to be taken up, says the *P.F.* The one great point to aim at is to get the views of practical men, and if the Engineers' Association and their friends will make their work constructive, and not merely critical and destructive, they will merit the approbation of the general public who have occasion to travel by local steamers.

Mr. H. Wells-Cook gave the first of his Animatograph Exhibitions at the City Hall before a moderate gathering. The invention is described as being one of Edison's latest novelties and it certainly "animates" the various scenes with wonderful effect. The programme on Saturday night was the one lately presented before Sir Claude MacDonald at Peking and consisted of 20 moving pictures and some fine stationary scenes of Cathedral interiors, &c. Among the best of the views were those of the workmen leaving Portsmouth Dock and King's Road, Brighton, the latter being very realistic. The Serpentine Dance was another favourite and so too was the comic view "The Runaway Knock." The picture of waves breaking heavily at sea were capital and an vividly were they portrayed that it seemed like imagination to fancy their cost could be heard at all. The entire programme will be repeated to night and the exhibition can be recommended as being highly interesting and entertaining.

## THE COLONIAL FORCES AT THE JUBILEE CELEBRATIONS.

The following despatch has been forwarded to us for publication:

Downing Street, 16th July, 1897.  
Sir.—The time has arrived for the departure from this country of the various components of the Imperial military assemblage which has constituted one of the most striking features of the recent Jubilee Celebrations and I cannot allow the occasion to pass without expressing the great satisfaction of Her Majesty's Government that such a unique and characteristic gathering of Her Majesty's Colonial Forces should have been so successfully brought about.

1. The Colonial Troops have attracted the marked attention not only of the British public, but of military men of all nations; and by their soldier-like bearing and appearance, and their discipline and general behaviour, both on parade and in quarters, they have won the highest opinions on all sides.

2. Her Majesty's Colonial Forces during their stay in England have been treated in all respects as regular soldiers; they have readily and cheerfully conformed to every requirement of regimental and barracks discipline, and by an intimate acquaintance with their conduct, Her Majesty's Regular Forces have become acquainted with every detail of a soldier's life.

3. It has been a particular satisfaction to Her Majesty's Government that this great occasion has been the means of bringing together men of all creeds and of all races, who, although coming from different parts of the Empire, are all united by one bond of allegiance as soldiers of Her Majesty the Queen-Emperor.

4. Her Majesty's Government feel that they are justified in hoping that the effects of this exceptional military gathering will be permanent, and that the Imperial and National interests, which have been by this means so forcibly illustrated and brought home to the minds of all classes of Her Majesty's subjects, will now be faithfully maintained and carried out in all parts of the Empire.

5. It is a source of great satisfaction to Her Majesty's Government that the troops will carry with them to their various posts and stations the memories of their stay in this country, and that they will be able to tell their friends and families that they have been in the presence of the Imperial and National interests, which have been by this means so forcibly illustrated and brought home to the minds of all classes of Her Majesty's subjects, will now be faithfully maintained and carried out in all parts of the Empire.

## THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. His Excellency the Governor, Sir William Robinson, G.C.M.G., presided, and there were also present:—Hon. J. H. Stewart Lockhart (Colonial Secretary), Hon. W. M. Goodman (Attorney-General), Hon. W. Chubbam (Director of Public Works), Hon. R. M. Ramsey, R.N. (Harbour Master), Hon. F. H. May, C.M.G. (Captain Superintendent of Police), Hon. T. S. Smith (Colonial Treasurer), official members: Hon. C. P. Chater, C.M.G., Hon. J. J. Francis, Hon. T. H. Whitehead, Hon. E. R. Bellillo, C.M.G., Hon. Dr. Ho Kai, Hon. Wei A Yek, unofficial members.

MINUTES.  
The minutes of the last meeting were read and confirmed.

FINANCIAL MINUTES.  
The Colonial Secretary laid upon the table Financial Minutes Nos. 15, 16 and 17, and they were referred to the Finance Committee.

REPORT OF FINANCE COMMITTEE.  
The Colonial Secretary laid upon the table report of Finance Committee (No. 4). Its adoption was agreed to.

REPORT OF PUBLIC WORKS COMMITTEE.  
The report of the Public Works Committee, submitted by the Acting Director of Public Works, was adopted.

QUESTIONS.  
The Hon. T. H. Whitehead asked the following questions:—

RETRENCHMENT.  
With reference to the Report of the Retrenchment Commission, will the Government lay upon the table a copy of the despatches and instructions received from the Secretary of State for the Colonies in relation thereto, and in connection with applications in respect of salaries similar to those referred to by his Excellency the Governor to a Committee?

GOLD PAYMENTS.  
Will the Government lay upon the table a return showing all sterling payments made in England for any purpose or in the colony on a Gold basis with the equivalent dollar amounts disbursed by the Treasury in remittance thereof, such return to commence with 1891 and to include the estimated payments for 1897 and 1898?

TAPPING SHAN.  
What steps do the Government now propose to take with a view to the speedy disposal of the Crown Land available at Tai Ping Shan, and what were the causes of the failure of the Government to obtain a bid for any lot at the recent sale by public auction?

GOLD LOANS.  
Will the Government lay upon the table a detailed statement or account of the Loan of £200,000, raised in 1887, showing separately in sterling and in dollars all receipts and all payments in connection with or in respect of the principal, interest, and sinking fund, with the dates and the rates of exchange at which such items were converted from sterling into dollars or vice versa? In short, a detailed account showing the interest, per cent per annum the repayments have paid for the loan in question, and a similar account to date in respect of the last loan of £200,000 floated in 1894, showing, in addition, what amount thereof is still available, if any, how and in what way the monies have been expended, and what are the available assets in respect of said disbursements? The statements to show in what securities the sinking fund has been invested, the cost thereof in sterling and in dollars, the annual revenue derived therefrom, and the present market value of the securities.

TYPHOID FEVER.  
Will the Government direct the Medical Officer of Health to report:—(a) Upon all cases of typhoid fever which have occurred in the Colony during the last 12 months, and (b) As to whether or not he has instituted any enquiry into the history of these cases, adding thereto the causes which have led to the recent greater prevalence of this disease in the Colony, and with what results?

REPLIES.  
The Colonial Secretary, in answer to the first question, said the despatches which had been in the hands of the committee appointed to enquire into the matter of the increase of salaries had just been received and would be printed and laid on the table as desired.

With reference to the second and fourth questions the Colonial Secretary said he would lay on the table of the House returns giving the information asked for.

Replying to the question of Tapping Shan the Colonial Secretary said the information was contained in the annual report of the Medical Officer of Health, and a further report was made by that officer so to the 15th inst. giving the year's cases. The history of each case was given in the reports.

PREPARED OPINION ORDINANCE AMENDING BILL.  
The Attorney-General moved the first reading of a Bill entitled "An Ordinance to further amend the Prepared Opinion Ordinance, 1891." The motion was agreed to.

WIDOWS' AND ORPHANS' PENSIONS (AMENDMENT) ORDINANCE.  
The Colonial Treasurer moved the first reading of a Bill entitled "An Ordinance to amend the Widows' and Orphans' Pensions (Amendment) Ordinance, No. 28 of 1895." Thereafter the Bill was read.

A NATURALIZATION ORDINANCE.  
The Attorney-General moved the first reading of a Bill entitled "An Ordinance for the naturalization of Ho Mei Si, alias Ho Lin Shing." This was also agreed to.

PAPERS.  
The following were the papers tabled by the Colonial Secretary:—Report of Secretary of the Sanitary for 1895; Colonial Surgeon's Report for 1897; Report on the Census of the Colony for 1897; Report on the Assessment for 1897; Amended Statement of Water Account for the year ending 31st Dec. 1896; Report on the case of Kaitang Kaitang; Statement in connection with the Loans raised in 1897 and 1898; Return showing Sterling payments disbursed by the Colonial Treasury during the years 1890-1896, and the estimated payments for 1897-1898.

ADJOURNMENT.  
The Council then adjourned till 3 p.m. on Thursday next.

## FINANCE COMMITTEE.

A meeting of the Finance Committee was held afterwards, the Colonial Secretary presiding. The Committee considered the report of the Public Works Committee and the report of the Retrenchment Commission. The Committee also considered the report of the Medical Officer of Health on typhoid fever, and the report of the Attorney-General on the Prepared Opinion Ordinance. The Committee then adjourned till 3 p.m. on Thursday next.

## THE HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

The ordinary half-yearly meeting of shareholders in the Hongkong and Whampoa Dock Company, Limited, was held at the offices, Praya Central, at noon today. There were present:—Messrs. St. C. Michaelien (Chairman), J. H. Lewis, N. A. Sibb, G. S. Van Buren, and Hon. J. J. Bell-Young (Directors), D. Gillies (Chief Manager), T. I. Rose (Secretary), G. C. Cox, J. R. Michael, G. Murray Bain, C. S. Sharp, F. Henderson, H. Wickham, W. Parfitt, E. S. Wheeler, R. Mitchell, and F. Dodwell.

The Chairman said—Gentlemen, the report and accounts have been in your hands for some time. I propose, with your permission, to follow the usual course and take them as read. Your Directors are glad to meet you once more with a report which, although not brilliant as those of the last year, is nevertheless a very satisfactory one. On net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to \$241,950.59, and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12 per cent, absorbing \$187,500, and to recommend a bonus of \$50,000 to contributing shareholders; that a sum of \$18,550.67 be written off from the value of our Kaitang and Commodore's establishments, and our launches, to place another leg to the credit of reserve fund, thus augmenting the latter to \$700,000, and to carry forward a balance of \$50,700.91 to new account. I trust that all of you will approve of this distribution, which I think recommends itself in every respect. As regards the amount written off, you will notice that the same is not so large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off the value of such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money, as originally spent and that our machines, &c., on account of the low exchange now ruling, could not be brought out from home at anything like the same cost. Then you must not forget that our reserve fund of \$700,000, which, though not particularly created for such a purpose, is at present standing as an asset against the book value of our establishments. Furthermore, I may draw your attention to the fact that we have actually written off only \$18,550.67, but at the same time we have debited the whole cost of the reconstruction of the No. 1 Slip so far expended to Reserve Account, thus improving that portion of our establishment without writing off its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months are comparatively less than those of the former half-year, but you must take into consideration the class of work that has passed through our hands. We had again a sack of large vessels with extensive repairs, and few of the kind required more than docking, painting, and the general overhaul to engines and boilers; so that the greater part of our returns was derived from the ordinary business. This class of work of course pays fairly well, but only so long as we get enough of it. The first four months of the half year made a very good average, but May and June were comparatively quiet. Such periods of dullness were absent during the previous two or three half-years, but they will always occur from time to time in a business like ours. Perhaps a certain number of vessels which used to dock here have been withdrawn from this coast and no doubt others have been compelled by the low state of the freight market to reduce their expenses with regard to docking to the lowest limit. The company's tariff for docking, labour and material is practically the same now as it was 30 years ago, when the Delta, an European labour and cost of material have increased very largely and forms an important item in all repairs, you can well understand that to earn the same profit a greater volume of work must be got through. Oil is a very large expense item, has taken place in the dimensions of steamships trading to the East, and I may safely state that they have now at least twice the carrying capacity they had ten years ago, so that in consequence of having a much bigger class of ships to deal with it necessarily follows that the work done by the Dock Company is much larger than it was ten years ago. I therefore feel much pleasure to inform you that steps have already been taken to carry out some of the improvements that will be required to meet the wants of our constituents. Our business has been growing considerably from year to year and in order to make provision for the increase in the amount of work your Directors have entered into negotiations with the Government for a further extension of dock space, which will give ample scope for the further enlargement of the works, but the whole of this land will not be required for immediate use. Our Articles of Association in their present form require that any purchase of land must be sanctioned by the shareholders, so to meet this requirement I shall later on submit to you a resolution empowering your Directors to buy the property in question. The land acquired in principle of last year has now been levelled down as soon as the bill has been removed a new blacksmith shop and a forge with all the most modern improvements will be erected. The facilities of this department have long been felt to be quite inadequate to meet the demands made on us because our present appliances are not competent to take the heavy class of forgings frequently wanted for some of the largest steamers. Since our last meeting the Government has referred to the construction of the new Admiralty Dock here for the construction of the Commander-in-Chief on this station, Sir Alexander Duff, who has transmitted them to the authorities at home; but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted, we trust that they will meet with approval from the shareholders.

The Chairman then said—Gentlemen, the report and accounts have been in your hands for some time. I propose, with your permission, to follow the usual course and take them as read. Your Directors are glad to meet you once more with a report which, although not brilliant as those of the last year, is nevertheless a very satisfactory one. On net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to \$241,950.59, and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12 per cent, absorbing \$187,500, and to recommend a bonus of \$50,000 to contributing shareholders; that a sum of \$18,550.67 be written off from the value of our Kaitang and Commodore's establishments, and our launches, to place another leg to the credit of reserve fund, thus augmenting the latter to \$700,000, and to carry forward a balance of \$50,700.91 to new account. I trust that all of you will approve of this distribution, which I think recommends itself in every respect. As regards the amount written off, you will notice that the same is not so large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off the value of such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money, as originally spent and that our machines, &c., on account of the low exchange now ruling, could not be brought out from home at anything like the same cost. Then you must not forget that our reserve fund of \$700,000, which, though not particularly created for such a purpose, is at present standing as an asset against the book value of our establishments. Furthermore, I may draw your attention to the fact that we have actually written off only \$18,550.67, but at the same time we have debited the whole cost of the reconstruction of the No. 1 Slip so far expended to Reserve Account, thus improving that portion of our establishment without writing off its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months are comparatively less than those of the former half-year, but you must take into consideration the class of work that has passed through our hands. We had again a sack of large vessels with extensive repairs, and few of the kind required more than docking, painting, and the general overhaul to engines and boilers; so that the greater part of our returns was derived from the ordinary business. This class of work of course pays fairly well, but only so long as we get enough of it. The first four months of the half year made a very good average, but May and June were comparatively quiet. Such periods of dullness were absent during the previous two or three half-years, but they will always occur from time to time in a business like ours. Perhaps a certain number of vessels which used to dock here have been withdrawn from this coast and no doubt others have been compelled by the low state of the freight market to reduce their expenses with regard to docking to the lowest limit. The company's tariff for docking, labour and material is practically the same now as it was 30 years ago, when the Delta, an European labour and cost of material have increased very largely and forms an important item in all repairs, you can well understand that to earn the same profit a greater volume of work must be got through. Oil is a very large expense item, has taken place in the dimensions of steamships trading to the East, and I may safely state that they have now at least twice the carrying capacity they had ten years ago, so that in consequence of having a much bigger class of ships to deal with it necessarily follows that the work done by the Dock Company is much larger than it was ten years ago. I therefore feel much pleasure to inform you that steps have already been taken to carry out some of the improvements that will be required to meet the wants of our constituents. Our business has been growing considerably from year to year and in order to make provision for the increase in the amount of work your Directors have entered into negotiations with the Government for a further extension of dock space, which will give ample scope for the further enlargement of the works, but the whole of this land will not be required for immediate use. Our Articles of Association in their present form require that any purchase of land must be sanctioned by the shareholders, so to meet this requirement I shall later on submit to you a resolution empowering your Directors to buy the property in question. The land acquired in principle of last year has now been levelled down as soon as the bill has been removed a new blacksmith shop and a forge with all the most modern improvements will be erected. The facilities of this department have long been felt to be quite inadequate to meet the demands made on us because our present appliances are not competent to take the heavy class of forgings frequently wanted for some of the largest steamers. Since our last meeting the Government has referred to the construction of the new Admiralty Dock here for the construction of the Commander-in-Chief on this station, Sir Alexander Duff, who has transmitted them to the authorities at home; but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted, we trust that they will meet with approval from the shareholders.

The Chairman then said—Gentlemen, the report and accounts have been in your hands for some time. I propose, with your permission, to follow the usual course and take them as read. Your Directors are glad to meet you once more with a report which, although not brilliant as those of the last year, is nevertheless a very satisfactory one. On net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to \$241,950.59, and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12 per cent, absorbing \$187,500, and to recommend a bonus of \$50,000 to contributing shareholders; that a sum of \$18,550.67 be written off from the value of our Kaitang and Commodore's establishments, and our launches, to place another leg to the credit of reserve fund, thus augmenting the latter to \$700,000, and to carry forward a balance of \$50,700.91 to new account. I trust that all of you will approve of this distribution, which I think recommends itself in every respect. As regards the amount written off, you will notice that the same is not so large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off the value of such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money, as originally spent and that our machines, &c., on account of the low exchange now ruling, could not be brought out from home at anything like the same cost. Then you must not forget that our reserve fund of \$700,000, which, though not particularly created for such a purpose, is at present standing as an asset against the book value of our establishments. Furthermore, I may draw your attention to the fact that we have actually written off only \$18,550.67, but at the same time we have debited the whole cost of the reconstruction of the No. 1 Slip so far expended to Reserve Account, thus improving that portion of our establishment without writing off its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months are comparatively less than those of the former half-year, but you must take into consideration the class of work that has passed through our hands. We had again a sack of large vessels with extensive repairs, and few of the kind required more than docking, painting, and the general overhaul to engines and boilers; so that the greater part of our returns was derived from the ordinary business. This class of work of course pays fairly well, but only so long as we get enough of it. The first four months of the half year made a very good average, but May and June were comparatively quiet. Such periods of dullness were absent during the previous two or three half-years, but they will always occur from time to time in a business like ours. Perhaps a certain number of vessels which used to dock here have been withdrawn from this coast and no doubt others have been compelled by the low state of the freight market to reduce their expenses with regard to docking to the lowest limit. The company's tariff for docking, labour and material is practically the same now as it was 30 years ago, when the Delta, an European labour and cost of material have increased very largely and forms an important item in all repairs, you can well understand that to earn the same profit a greater volume of work must be got through. Oil is a very large expense item, has taken place in the dimensions of steamships trading to the East, and I may safely state that they have now at least twice the carrying capacity they had ten years ago, so that in consequence of having a much bigger class of ships to deal with it necessarily follows that the work done by the Dock Company is much larger than it was ten years ago. I therefore feel much pleasure to inform you that steps have already been taken to carry out some of the improvements that will be required to meet the wants of our constituents. Our business has been growing considerably from year to year and in order to make provision for the increase in the amount of work your Directors have entered into negotiations with the Government for a further extension of dock space, which will give ample scope for the further enlargement of the works, but the whole of this land will not be required for immediate use. Our Articles of Association in their present form require that any purchase of land must be sanctioned by the shareholders, so to meet this requirement I shall later on submit to you a resolution empowering your Directors to buy the property in question. The land acquired in principle of last year has now been levelled down as soon as the bill has been removed a new blacksmith shop and a forge with all the most modern improvements will be erected. The facilities of this department have long been felt to be quite inadequate to meet the demands made on us because our present appliances are not competent to take the heavy class of forgings frequently wanted for some of the largest steamers. Since our last meeting the Government has referred to the construction of the new Admiralty Dock here for the construction of the Commander-in-Chief on this station, Sir Alexander Duff, who has transmitted them to the authorities at home; but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted, we trust that they will meet with approval from the shareholders.

The Chairman then said—Gentlemen, the report and accounts have been in your hands for some time. I propose, with your permission, to follow the usual course and take them as read. Your Directors are glad to meet you once more with a report which, although not brilliant as those of the last year, is nevertheless a very satisfactory one. On net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to \$241,950.59, and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12 per cent, absorbing \$187,500, and to recommend a bonus of \$50,000 to contributing shareholders; that a sum of \$18,550.67 be written off from the value of our Kaitang and Commodore's establishments, and our launches, to place another leg to the credit of reserve fund, thus augmenting the latter to \$700,000, and to carry forward a balance of \$50,700.91 to new account. I trust that all of you will approve of this distribution, which I think recommends itself in every respect. As regards the amount written off, you will notice that the same is not so large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off the value of such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money, as originally spent and that our machines, &c., on account of the low exchange now ruling, could not be brought out from home at anything like the same cost. Then you must not forget that our reserve fund of \$700,000, which, though not particularly created for such a purpose, is at present standing as an asset against the book value of our establishments. Furthermore, I may draw your attention to the fact that we have actually written off only \$18,550.67, but at the same time we have debited the whole cost of the reconstruction of the No. 1 Slip so far expended to Reserve Account, thus improving that portion of our establishment without writing off its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months are comparatively less than those of the former half-year, but you must take into consideration the class of work that has passed through our hands. We had again a sack of large vessels with extensive repairs, and few of the kind required more than docking, painting, and the general overhaul to engines and boilers; so that the greater part of our returns was derived from the ordinary business. This class of work of course pays fairly well, but only so long as we get enough of it. The first four months of the half year made a very good average, but May and June were comparatively quiet. Such periods of dullness were absent during the previous two or three half-years, but they will always occur from time to time in a business like ours. Perhaps a certain number of vessels which used to dock here have been withdrawn from this coast and no doubt others have been compelled by the low state of the freight market to reduce their expenses with regard to docking to the lowest limit. The company's tariff for docking, labour and material is practically the same now as it was 30 years ago, when the Delta, an European labour and cost of material have increased very largely and forms an important item in all repairs, you can well understand that to earn the same profit a greater volume of work must be got through. Oil is a very large expense item, has taken place in the dimensions of steamships trading to the East, and I may safely state that they have now at least twice the carrying capacity they had ten years ago, so that in consequence of having a much bigger class of ships to deal with it necessarily follows that the work done by the Dock Company is much larger than it was ten years ago. I therefore feel much pleasure to inform you that steps have already been taken to carry out some of the improvements that will be required to meet the wants of our constituents. Our business has been growing considerably from year to year and in order to make provision for the increase in the amount of work your Directors have entered into negotiations with the Government for a further extension of dock space, which will give ample scope for the further enlargement of the works, but the whole of this land will not be required for immediate use. Our Articles of Association in their present form require that any purchase of land must be sanctioned by the shareholders, so to meet this requirement I shall later on submit to you a resolution empowering your Directors to buy the property in question. The land acquired in principle of last year has now been levelled down as soon as the bill has been removed a new blacksmith shop and a forge with all the most modern improvements will be erected. The facilities of this department have long been felt to be quite inadequate to meet the demands made on us because our present appliances are not competent to take the heavy class of forgings frequently wanted for some of the largest steamers. Since our last meeting the Government has referred to the construction of the new Admiralty Dock here for the construction of the Commander-in-Chief on this station, Sir Alexander Duff, who has transmitted them to the authorities at home; but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted, we trust that they will meet with approval from the shareholders.

The Chairman then said—Gentlemen, the report and accounts have been in your hands for some time. I propose, with your permission, to follow the usual course and take them as read. Your Directors are glad to meet you once more with a report which, although not brilliant as those of the last year, is nevertheless a very satisfactory one. On net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to \$241,950.59, and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12 per cent, absorbing \$187,500, and to recommend a bonus of \$50,000 to contributing shareholders; that a sum of \$18,550.67 be written off from the value of our Kaitang and Commodore's establishments, and our launches, to place another leg to the credit of reserve fund, thus augmenting the latter to \$700,000, and to carry forward a balance of \$50,700.91 to new account. I trust that all of you will approve of this distribution, which I think recommends itself in every respect. As regards the amount written off, you will notice that the same is not so large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off the value of such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money, as originally spent and that our machines, &c., on account of the low exchange now ruling, could not be brought out from home at anything like the same cost. Then you must not forget that our reserve fund of \$700,000, which, though not particularly created for such a purpose, is at present standing as an asset against the book value of our establishments. Furthermore, I may draw your attention to the fact that we have actually written off only \$18,550.67, but at the same time we have debited the whole cost of the reconstruction of the No. 1 Slip so far expended to Reserve Account, thus improving that portion of our establishment without writing off its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months are comparatively less than those of the former half-year, but you must take into consideration the class of work that has passed through our hands. We had again a sack of large vessels with extensive repairs, and few of the kind required more than docking, painting, and the general overhaul to engines and boilers; so that the greater part of our returns was derived from the ordinary business. This class of work of course pays fairly well, but only so long as we get enough of it. The first four months of the half year made a very good average, but May and June were comparatively quiet. Such periods of dullness were absent during the previous two or three half-years, but they will always occur from time to time in a business like ours. Perhaps a certain number of vessels which used to dock here have been withdrawn from this coast and no doubt others have been compelled by the low state of the freight market to reduce their expenses with regard to docking to the lowest limit. The company's tariff for docking, labour and material is practically the same now as it was 30 years ago, when the Delta, an European labour and cost of material have increased very largely and forms an important item in all repairs, you can well understand that to earn the same profit a greater volume of work must be got through. Oil is a very large expense item, has taken place in the dimensions of steamships trading to the East, and I may safely state that they have now at least twice the carrying capacity they had ten years ago, so that in consequence of having a much bigger class of ships to deal with it necessarily follows that the work done by the Dock Company is much larger than it was ten years ago. I therefore feel much pleasure to inform you that steps have already been taken to carry out some of the improvements that will be required to meet the wants of our constituents. Our business has been growing considerably from year to year and in order to make provision for the increase in the amount of work your Directors have entered into negotiations with the Government for a further extension of dock space, which will give ample scope for the further enlargement of the works, but the whole of this land will not be required for immediate use. Our Articles of Association in their present form require that any purchase of land must be sanctioned by the shareholders, so to meet this requirement I shall later on submit to you a resolution empowering your Directors to buy the property in question. The land acquired in principle of last year has now been levelled down as soon as the bill has been removed a new blacksmith shop and a forge with all the most modern improvements will be erected. The facilities of this department have long been felt to be quite inadequate to meet the demands made on us because our present appliances are not competent to take the heavy class of forgings frequently wanted for some of the largest steamers. Since our last meeting the Government has referred to the construction of the new Admiralty Dock here for the construction of the Commander-in-Chief on this station, Sir Alexander Duff, who has transmitted them to the authorities at home; but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted, we trust that they will meet with approval from the shareholders.

The Chairman then said—Gentlemen, the report and accounts have been in your hands for some time. I propose, with your permission, to follow the usual course and take them as read. Your Directors are glad to meet you once more with a report which, although not brilliant as those of the last year, is nevertheless a very satisfactory one. On net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to \$241,950.59, and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12 per cent, absorbing \$187,500, and to recommend a bonus of \$50,000 to contributing shareholders; that a sum of \$18,550.67 be written off from the value of our Kaitang and Commodore's establishments, and our launches, to place another leg to the credit of reserve fund, thus augmenting the latter to \$700,000, and to carry forward a balance of \$50,700.91 to new account. I trust that all of you will approve of this distribution, which I think recommends itself in every respect. As regards the amount written off, you will notice that the same is not so large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off the value of such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money, as originally spent and that our machines, &c., on account of the low exchange now ruling, could not be brought out from home at anything like the same cost. Then you must not forget that our reserve fund of \$700,000, which, though not particularly created for such a purpose, is at present standing as an asset against the book value of our establishments. Furthermore, I may draw your attention to the fact that we have actually written off only \$18,550.67, but at the same time we have debited the whole cost of the reconstruction of the No. 1 Slip so far expended to Reserve Account, thus improving that portion of our establishment without writing off its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months are comparatively less than those of the former half-year, but you must take into consideration the class of work that has passed through our hands. We had again a sack of large vessels with extensive repairs, and few of the kind required more than docking, painting, and the general overhaul to engines and boilers; so that the greater part of our returns was derived from the ordinary business. This class of work of course pays fairly well, but only so long as we get enough of it. The first four months of the half year made a very good average, but May and June were comparatively quiet. Such periods of dullness were absent during the previous two or three half-years, but they will always occur from time to time in a business like ours. Perhaps a certain number of vessels which used to dock here have been withdrawn from this coast and no doubt others have been compelled by the low state of the freight market to reduce their expenses with regard to docking to the lowest limit. The company's tariff for docking, labour and material is practically the same now as it was 30 years ago, when the Delta, an European labour and cost of material have increased very largely and forms an important item in all repairs, you can well understand that to earn the same profit a greater volume of work must be got through. Oil is a very large expense item, has taken place in the dimensions of steamships trading to the East, and I may safely state that they have now at least twice the carrying capacity they had ten years ago, so that in consequence of having a much bigger class of ships to deal with it necessarily follows that the work done by the Dock Company is much larger than it was ten years ago. I therefore feel much pleasure to inform you that steps have already been taken to carry out some of the improvements that will be required to meet the wants of our constituents. Our business has been growing considerably from year to year and in order to make provision for the increase in the amount of work your Directors have entered into negotiations with the Government for a further extension of dock space, which will give ample scope for the further enlargement of the works, but the whole of this land will not be required for immediate use. Our Articles of Association in their present form require that any purchase of land must be sanctioned by the shareholders, so to meet this requirement I shall later on submit to you a resolution empowering your Directors to buy the property in question. The land acquired in principle of last year has now been levelled down as soon as the bill has been removed a new blacksmith shop and a forge with all the most modern improvements will be erected. The facilities of this department have long been felt to be quite inadequate to meet the demands made on us because our present appliances are not competent to take the heavy class of forgings frequently wanted for some of the largest steamers. Since our last meeting the Government has referred to the construction of the new Admiralty Dock here for the construction of the Commander-in-Chief on this station, Sir Alexander Duff, who has transmitted them to the authorities at home; but we have not yet received an answer. However, as the terms and advantages we now offer are more liberal than those formerly submitted, we trust that they will meet with approval from the shareholders.

The Chairman then said—Gentlemen, the report and accounts have been in your hands for some time. I propose, with your permission, to follow the usual course and take them as read. Your Directors are glad to meet you once more with a report which, although not brilliant as those of the last year, is nevertheless a very satisfactory one. On net profit, after adding the amount carried forward from last half-year's account and deducting Directors' and Auditors' fees, amounts to \$241,950.59, and enables us to propose the distribution of what has for some time become the usual dividend and bonus of 12 per cent, absorbing \$187,500, and to recommend a bonus of \$50,000 to contributing shareholders; that a sum of \$18,550.67 be written off from the value of our Kaitang and Commodore's establishments, and our launches, to place another leg to the credit of reserve fund, thus augmenting the latter to \$700,000, and to carry forward a balance of \$50,700.91 to new account. I trust that all of you will approve of this distribution, which I think recommends itself in every respect. As regards the amount written off, you will notice that the same is not so large as on some former occasions. In my speech six months ago I remarked that it was good policy to go on writing off the value of such an establishment as ours, especially if you take into consideration that our docks and buildings could not be built now for the same money, as originally spent and that our machines, &c., on account of the low exchange now ruling, could not be brought out from home at anything like the same cost. Then you must not forget that our reserve fund of \$700,000, which, though not particularly created for such a purpose, is at present standing as an asset against the book value of our establishments. Furthermore, I may draw your attention to the fact that we have actually written off only \$18,550.67, but at the same time we have debited the whole cost of the reconstruction of the No. 1 Slip so far expended to Reserve Account, thus improving that portion of our establishment without writing off its certainly enhanced value. We could of course have chosen the latter way and simultaneously written off the amount again, but the manner in which we have dealt with this item is perhaps the more correct one. The gross earnings for the six months are comparatively less than those of the former half-year, but you must take into consideration the class of work that has passed through our hands. We had again a sack of large vessels with extensive repairs, and few of



## Intimations.

A STRIKING SUCCESS!  
WILL LIVE TO ANY SHADE.  
**MAYPOLE SOAP** BUT WON'T WASH OUT OR FADE.

DOES NOT DYE THE HANDS.

For Dyeing SILKS, SATINS, COTTONS, FEATHERS, LACE, WOOLLEN GOODS, or MIXTURES of COTTON and WOOL, &c.  
Such as Blouses, Dresses, Undershirts, Ribbons, Children's Frocks, Pinpoints, Lamp Shades, Silk Scarves, Handkerchiefs, Gentlemen's Shirts, Lace Curtains, Silk Gloves, Stockings, Antimacassars, Toilet Mats, Shawls, &c., &c., &c.

COLOURS STOCKED.

Cream, Heliolite, Pink, Canary, Mauve, Alce-Grise, Light Blue, Terra-Cotta, Orange, Nut-Brown, Scarlet, Black, Cerise and Cardinal.

SOLE AGENTS for Hongkong and China.

WATKINS &amp; CO., Apothecaries' Hall, 66, Queen's Road Central.

## TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This can be done by the blood, assists in making healthy flesh, restores body heat and vigorous action of the vital organs and prevents the germs from taking root in the lungs.

## Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS &amp; Co., Hongkong.

## KUHN &amp; KOMOR,

JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1897. [457]  
CHS. J. GAUFF & CO.,  
WATCHES, JEWELLERS, SILVER-  
SMITHS, and OPTICIANS.  
CHARTS and LOGS.  
Sole Agents for South American Watches  
awarded the highest Prize at every Exhibition  
and for Yokohama and Kobe's  
CELEBRATED OPTICAL GLASSES,  
MARINE GLASSES and SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. [40]

MITSUI BUSSAN KAISHA.  
No. 6, Le House Street, Praya Central.  
Head Office:—TOKIO.  
Branch Office:—  
LONDON, NEW YORK, BOMBAY,  
SINGAPORE, SHANGHAI, TIENTSIN,  
NEWCHANG and all Ports in JAPAN.

Agents:—  
Mitsui Coal Mines,  
Okura Coal Mines,  
Kansai Coal Mines,  
Tokyo Marine Insurance Co., Limited,  
Meiji Fire Insurance Co., Limited,  
Imperial Government Paper Mills, Japan,  
Cotton Cleaning and Wg. Co., Shanghai,  
Onoda Cement Company, Japan,  
Kasegafuchi Cotton Spinning Mill, Japan,  
The Milke Cotton Spinning Mill, Limited,  
Tokyo Cotton Spinning Mill, Japan,  
Hayashi Clock Factory.

Hongkong, 11th December, 1896. [45]  
MEE CHEUNG,  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, 10  
"Le-Haus" Road.

IS now in a position, in his new and Com-  
modious Premises, to receive, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East,  
GROUPS and VIEWS  
speciality.

Hongkong, 22nd December, 1896. [42]  
THE GRILL ROOM,  
8, QUEEN'S ROAD.  
THE LEADING CATERERS  
ON  
TUESDAYS,  
GREEN TURTLE STEAKS for TIPPIN.  
GREEN TURTLE SOUPS for DINNER.

SALADS and DELICIOUS ENTREES, sent  
to PRIVATE HOUSES at shortest notice.  
WEDDINGS, PRIVATE PARTIES,  
TIPPINS and DINNERS a Specialty.  
Hongkong, 14th December, 1896. [67]

## Shipping.

## STEAMERS.

THE CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED,  
FOR LONDON,  
via STRAITS AND USUAL PORTS OF  
CALL.

(Taking Cargo at through rates for LIVERPOOL,  
GLASGOW, CONTINENTAL PORTS, RIVER  
PLATE, &c.)  
THE Company's Steamship

"MOYUNE,"  
Captain C. H. Kemp, will be despatched as above  
on or about the 9th September.  
For Freight, &c., apply to  
HOLLIDAY, WISE & Co.,  
Agents.  
Hongkong, 20th August, 1897. [1279]

NOTICE TO SHIPPERS.  
FOR NEW YORK, VIA SUEZ CANAL.  
THE Steamship

"MORVEN,"  
will be despatched as above, about 15th Sept.,  
&c.  
For Freight, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 17th August, 1897. [1262]

"BEN" LINE OF STEAMERS.  
THE Steamship

"BENALDER,"  
is due here, towards end of  
August, and will have quick despatch.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 27th July, 1897. [1153]

"BENALDER,"  
is due here, towards end of  
August, and will have quick despatch.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 27th July, 1897. [1153]

"BENALDER,"  
is due here, towards end of  
August, and will have quick despatch.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 27th July, 1897. [1153]

"BENALDER,"  
is due here, towards end of  
August, and will have quick despatch.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 27th July, 1897. [1153]

"BENALDER,"  
is due here, towards end of  
August, and will have quick despatch.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.  
Hongkong, 27th July, 1897. [1153]

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED,  
FOR SWATOW, AMOY AND TAIWANFOO.  
THE Company's Steamship

"THALES,"  
Captain Douglas, will be despatched for the  
above Ports TO-MORROW, the 24th instant,  
at Noon.  
For Freight or Passage, apply to  
DOUGLAS LAFFRAIK & Co.,  
General Managers.  
Hongkong, 23rd August, 1897. [1288]

CHINA NAVIGATION COMPANY,  
LIMITED,  
FOR MANILA (DIRECT).  
THE Company's Steamship

"SUNGKIANG,"  
Captain Dodd, will be despatched as above  
TO-MORROW, the 24th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st August, 1897. [1286]

OCEAN STEAMSHIP COMPANY.  
FOR NAGASAKI, KOBE AND YOKOHAMA.  
THE Company's Steamship

"IXION,"  
Captain Nib, will be despatched as above TO-  
MORROW, the 24th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 20th August, 1897. [1278]

FOR SHANGHAI.  
THE Steamship

"LOONGMOON,"  
Captain F. W. Schell, will be despatched for the  
above Port on WEDNESDAY, the 25th  
instant, early.  
For Freight or Passage, apply to  
SIEMSEN & Co.,  
Agents.  
Hongkong, 21st August, 1897. [1290]

FOR SINGAPORE, PENANG AND  
CALCUTTA.  
THE Steamship

"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the  
above Ports on WEDNESDAY, the 25th instant,  
at 3 P.M., instead of as previously advertised.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, 21st August, 1897. [1271]

OCEAN STEAMSHIP COMPANY.  
FOR SANDAKAN AND KUDAT.  
THE Company's Steamship

"DEUCALION,"  
Captain B. Branch, will be despatched on  
WEDNESDAY, the 25th instant, at 3 P.M.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 18th August, 1897. [1238]

CHINA NAVIGATION COMPANY,  
LIMITED,  
FOR KOBE (DIRECT).  
THE Company's Steamship

"TAIYUAN,"  
Captain Nelson, will be despatched as above on  
WEDNESDAY, the 25th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 21st August, 1897. [1287]

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM TO  
YOKOHAMA, KOBE AND NAGASAKI.  
(Passing through the INLAND SEA.)  
THE Company's Steamship

"HOHENZOLLERN,"  
Captain H. Blesker, will leave for the above Ports on  
or about THURSDAY, the 26th instant.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 21st August, 1897. [1263]

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM TO SHANGHAI.  
THE Company's Steamship

"PRINZ HEINRICH,"  
Captain O. Coppers, due here with the outward  
German Mail about the 25th instant, will leave  
for the above place about 24 hours after arrival.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 21st August, 1897. [1263]

NORDEUTSCHER LLOYD.  
NOTICE.  
STEAM TO SHANGHAI.  
THE Company's Steamship

"HIROSHIMA MARU,"  
Captain N. Ono, will be despatched for the  
above Ports on TUESDAY, the 31st instant,  
at Noon.  
For Freight or Passage, apply to  
NIPPON YUSEN KAISHA,  
Agents.  
Hongkong, 10th August, 1897. [1282]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"FALLS OF DEE,"  
Lock, Master, shortly expected, will load here  
for the above Port, and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 4th February, 1897. [244]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

FOR SAN FRANCISCO.  
THE 100 A British Ship

"HEATHANK,"  
McKeehan, Master, shortly expected, will load  
here for the above Port, and will have quick  
despatch.  
SHEWAN, TOMES & Co.,  
Agents.  
Hongkong, 17th June, 1897. [1057]

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 1st September.  
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 29th September.  
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 27th October.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA  
OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12  
DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough  
passage generally experienced in the latitudes further South) and make connection at Vancouver  
with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC  
RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE  
ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax,  
New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the  
Continent are given choice of.  
Passengers Booked through to all principal points and AROUND THE WORLD. Return  
tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,  
Diplomatic and Civil Services, and to European Officials in the Service of China and Japan  
Governments.  
The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS  
(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS  
(the Company having received the highest award for same at recent Chicago World's Exhibition),  
and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the  
Railway passes.  
THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by  
the Company, and their appointments and Cuisine are unequalled.  
For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 11th August, 1897. D. E. BROWN, General Agent,  
Piddar's Street. [13]

OCCIDENTAL & ORIEN-  
TAL STEAMSHIP  
COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
via  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
Doric (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu).....  
Thursday, 2nd Sept.,  
at Noon.

Belgit (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu).....  
Tuesday, 21st Sept.,  
at Noon.

Copth (via Shanghai,  
Nagasaki, Kobe, In-  
land Sea, Yokohama  
and Honolulu).....  
Saturday, 9th Oct.,  
at Noon.

THE Company's Steamship

"DORIC"  
will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, INLAND  
SEA, YOKOHAMA and HONOLULU on  
THURSDAY, the 2nd Sept., 1897, at Noon:  
Steamers of this line pass through the IN-  
LAND SEA OF JAPAN, and call at Honolulu,  
and passengers are allowed to break their  
journey at any point en route.  
Through Passage Tickets granted to England,  
France and Germany by all trans-Atlantic lines  
of Steamers, and to the principal cities of the  
United States or Canada. Rates, and particu-  
lars of the various Routes may be obtained  
upon application.  
Special rates (First-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic and Civil Services, to European  
Officials in service of China and Japan, and to  
Government officials and their families.  
Passengers who have paid full fare, re-embarking  
at San Francisco for China or Japan (or vice  
versa) within one year, will be allowed a dis-  
count of 10 per cent. This allowance does not  
apply to through fares for China and Japan  
to Europe.  
All PARCEL PACKAGES should be marked to  
address in full, and same will be received at the  
Company's Office until FIVE P.M. the day  
previous to sailing.  
Consular Invoices to accompany Cargo des-  
tined to Points beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.  
For further information as to Freight or  
Passage, apply to the Agency of the Company,  
No. 7, Praya Central.  
J. S. VAN BUREN, Agent.  
Hongkong, 5th July, 1897. [12]

F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.  
PRAYA CENTRAL, HONGKONG.  
SOAP MANUFACTURERS.

SOLE AGENTS FOR  
HARTMAN'S RAHTJEN'S GENUINE  
COMPOSITION RED BAND BRAND,  
HARTMANN'S GREY TAIN,  
DAIMLER'S PATENT MOTOR LAUNCHES  
&c., &c., &c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.

EVERY KIND OF  
SHIPS STORES AND REQUISITES  
ALWAYS IN STOCK.  
R. & S. O. N. & B. P. R. O. P. S.  
Hongkong, 10th May, 1897. [12]

NOTICE.  
THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

FLUID  
THE BEST  
DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY  
ITS USE.

W. G. HUMPHREYS & Co.,  
Black, Hongkong.

Hongkong, 24th March, 1897. [8]

## Mails.



THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,  
PERMAN GULF, CONTINENTAL and  
AMERICAN PORTS.)

THE Steamship

"KAISAR-I-HIND,"  
Captain S. Harcham, carrying Her Majesty's  
Mails, will be despatched from this Port BOMBAY,  
&c., on THURSDAY, the 26th August at Noon,  
taking Passengers and Cargo for the above  
Ports. This Steamer connects at Bombay with  
the S.S. India leaving that Port on the 18th  
September for London direct.  
Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangements)  
will be transhipped at Colombo into a steamer  
proceeding direct to Marseilles and London.  
Other Cargo for London, &c., will be conveyed  
via Bombay.  
Parcels will be received at this Office until 4  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.  
Shippers are particularly requested to note  
the terms and conditions of the Company's Bills  
of Lading.  
For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 13th August, 1897. [13]

NORTHERN PACIFIC  
STEAMSHIP AND RAILWAY  
COMPANIES:

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to  
the very cheap rates offered by this Line to  
the PACIFIC COAST and the INTERIOR and  
EASTERN CITIES of the UNITED STATES and  
CANADA and to EUROPE.

HONGKONG TO LONDON £47.  
Excellent accommodation. First-class Table.  
Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.  
The Railroad travelling is second to none on  
the American Continent. Magnificent Scenery  
of the ROCKY and CASCADE MOUNTAINS. The  
YELLOWSTONE NATIONAL PARK route. Passen-  
gers to EUROPE may proceed by one of the first  
class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £18.  
Rates of Passage to other Ports on application.  
Special rates allowed to members of Govern-  
ment Services.

PROPOSED SAILINGS FROM  
HONGKONG.  
(SUBJECT TO ALTERATION.)

Victoria ..... 3.167 Tuesday ... 1st Sept. 7.  
Olympia ..... 2.608 Tuesday ... 1st Sept. 28.  
Columbia ..... 2.655 Tuesday ... 1st Oct. 19.  
Tacoma ..... 2.549 Tuesday ... 1st Nov. 9.  
Victoria ..... 3.167 Tuesday ... 1st Nov. 30.  
Olympia ..... 2.608 Tuesday ... 1st Dec. 21.

THE Steamship

"VICTORIA,"  
Captain J. Panton, R.N.R., sailing at Noon, on  
TUESDAY, the 7th September, will proceed to  
VICTORIA (B.C.) and TACOMA (Wash.), via  
SHANGHAI, KOBE and YOKOHAMA.  
Through Bills of Lading issued to Japan,  
Pacific Coast Ports, and to Canadian and  
United States Ports.  
Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer to  
the care of the Freight Agent, Northern-Pacific  
Railway, Tacoma, Wash.  
Parcels must be sent to our Office (with address  
marked in full) by 5 P.M. on the day previous  
to sailing.  
For further information as to Passage or  
Freight, apply to  
DODWELL, CARLILL & Co.,  
General Agents.  
Hongkong, 17th August, 1897. [4]

NORDEUTSCHER LLOYD.  
NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANT,  
BLACK SEA AND BALTIC PORTS:  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, and SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.  
N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

Prinz Heinrich ..... Tuesday ... 14th Sept.  
Prinzess ..... Tuesday ... 12th Oct.  
Sachsen ..... Tuesday ... 9th Nov.  
Bayern ..... Tuesday ... 7th Dec.  
Prinz Heinrich ..... Tuesday ... 14th Jan.

ON TUESDAY, the 14th day of September,  
1897, at 9 A.M., the Company's Steamship  
"PRINZ HEINRICH," Captain O. Coppers, with  
MAILS, PASSENGERS, SPECIES and CARGO,  
will leave this Port as above, calling at NAPLES  
and GENOA.  
Shipping Orders will be granted till Noon on  
SATURDAY, the 11th Sept. Cargo and Species  
will be received on board until 5 P.M. on Monday  
the 13th Sept., and Parcels will be received at  
the Agency's Office until Noon on MONDAY, the  
13th Sept. Contents of Packages are required.  
No Parcel Receipts will be signed for less than  
50 lbs. and Parcels should not exceed Two Feet  
Cube in Measurement.  
The Steamer has splendid Accommodation,  
and carries a Doctor and a Stewardess.  
Lives can be worked on board.  
For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 17th August, 1897. [1263]

Published by CHESNEY  
11, CANAL STREET, and 2, PRINCE STREET, SINGAPORE.  
Printed by W. J. BARNES.